City and County of San Francisco Department of City Planning

SAN FRANCISCO CITY PLANNING COMMISSION

DRAFT ENVIRONMENTAL IMPACT REPORT
AMENDMENT
PROPOSED 333 MARKET STREET BUILDINGS
SAN FRANCISCO, CALIFORNIA

EE77.98

September 9, 1977

REVIEW PERIOD
September 9, 1977 to October 6, 1977

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DRAFT ENVIRONMENTAL IMPACT REPORT

AMENDMENT

PROPOSED 333 MARKET STREET BUILDINGS

SAN FRANCISCO, CALIFORNIA

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San Francisco (Calif.).
Dept. of City Planning.
Draft environmental
impact report amendment
1977.

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SUMMARY

The proposed project would consist of a new highrise office building, a three-story satellite building, a parking garage and landscaped plaza. For environmental review purposes, the project also includes the Bechtel II building at 45 Fremont Street, now nearing completion. The Bechtel II building will provide office space for the Bechtel Corporation and the new office tower would be an investment building with multi-tenant occupancy. The satellite building would provide convenience shopping on the ground floor, office space on the third floor and retail or office facilities on the second floor.

The Bechtel II building will provide 535,000 square feet of occupiable space. The investment building would provide 545,000 square feet of occupiable space and the satellite building would provide 47,600 square feet. The number of parking stalls would be reduced from 355 (in 1975) to 86 at project completion.

This EIR amendment describes the differences between the impact of this project and that previously proposed for 345 Market Street and 45 Fremont Street and described in the final EIR (EE74.224) certified by the City Planning Commission September 25, 1975. The principal differences would be that more open space would be provided; there would be more pedestrian access provided from Market Street to Mission Street; a smaller daytime population because of lower density office space would place less demand on all utilities and services. The decrease in on-site parking spaces would result in heavier loading of surrounding parking facilities and act as a deterrent to automobile use. The new buildings would utilize oil burning equipment because of unavailability of non-interruptible gas supply. This would result in peak emissions of approximately five pounds/hour of sulfur dioxide.

Alternatives considered include proceeding with this project as originally proposed, replacing the proposed landscaped plaza with a one-story retail building, utilizing the design to provide two towers of lower height instead of one tower and satellite building, and to modify the design to provide a more efficient pedestrian corridor between Market and Fremont Streets.

I. PROJECT DESCRIPTION

A. SITE LOCATION AND OWNERSHIP

The site of the proposed project is a one-block area located in downtown San Francisco. The site consists of Assessor's Block 3710, bounded by Market, Mission, Fremont and Beale Streets. Plate 1 illustrates the location of the project area.

The difference between the present and original project sites is that the entire block is now owned by Bechtel Corporation and the joint venture group. This change results in the lot previously owned and occupied by Greyhound Bus Lines now becoming a part of the project site. Outlines of this additional lot are indicated on Plate 6, page 11. Some advantages of developing the entire block are:

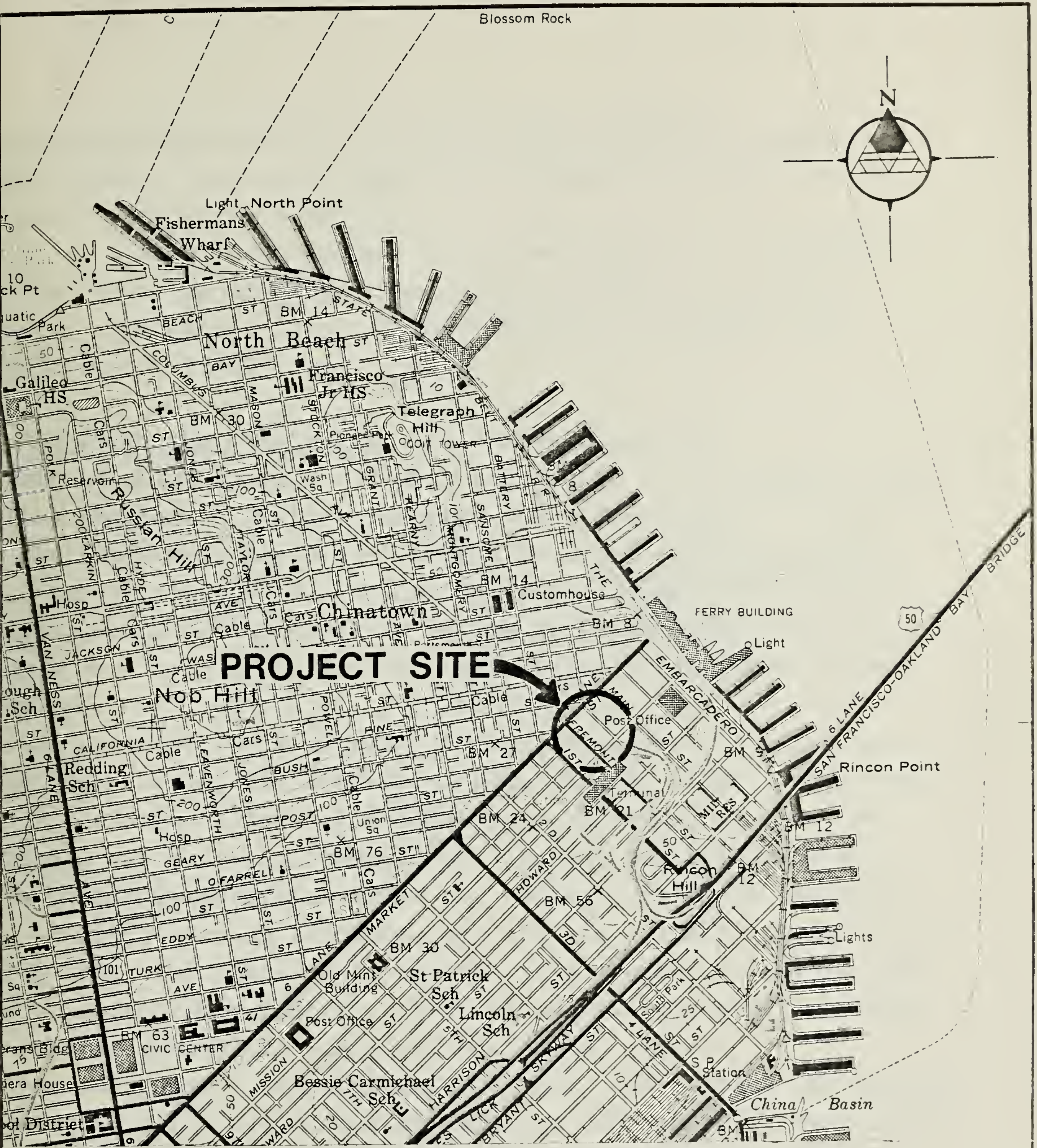
1. Allows a 25% increase in open space.
2. Permits pedestrian flow through center of block from Market Street to Beale Street.
3. Permits improved provisions for truck access.
4. Permits integrated planning of the Fremont frontage of the block.

B. OBJECTIVES

Objectives of the project are the same as for the original project except as revised to provide an increase in new retail facilities and new office space.

C. TYPE OF PROJECT

The completed project would consist of two office towers, as originally proposed. The proposed single story retail building facing Beale Street would be deleted. The temporary landscaped



SAN FRANCISCO NORTH, CALIF.
N3745—W12222.5/7.5

1956

AMS 1559 IV SW—SERIES V895

LOCATION MAP

1 ½ 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

PLATE 1

park/pedestrian plaza that was originally planned to remain during Phase I only would remain as a permanent feature of the project as presently proposed.

A new three-story office building adjoining the investment building tower would occupy the corner of Market and Fremont Streets. The street level of this satellite building would provide retail facilities.

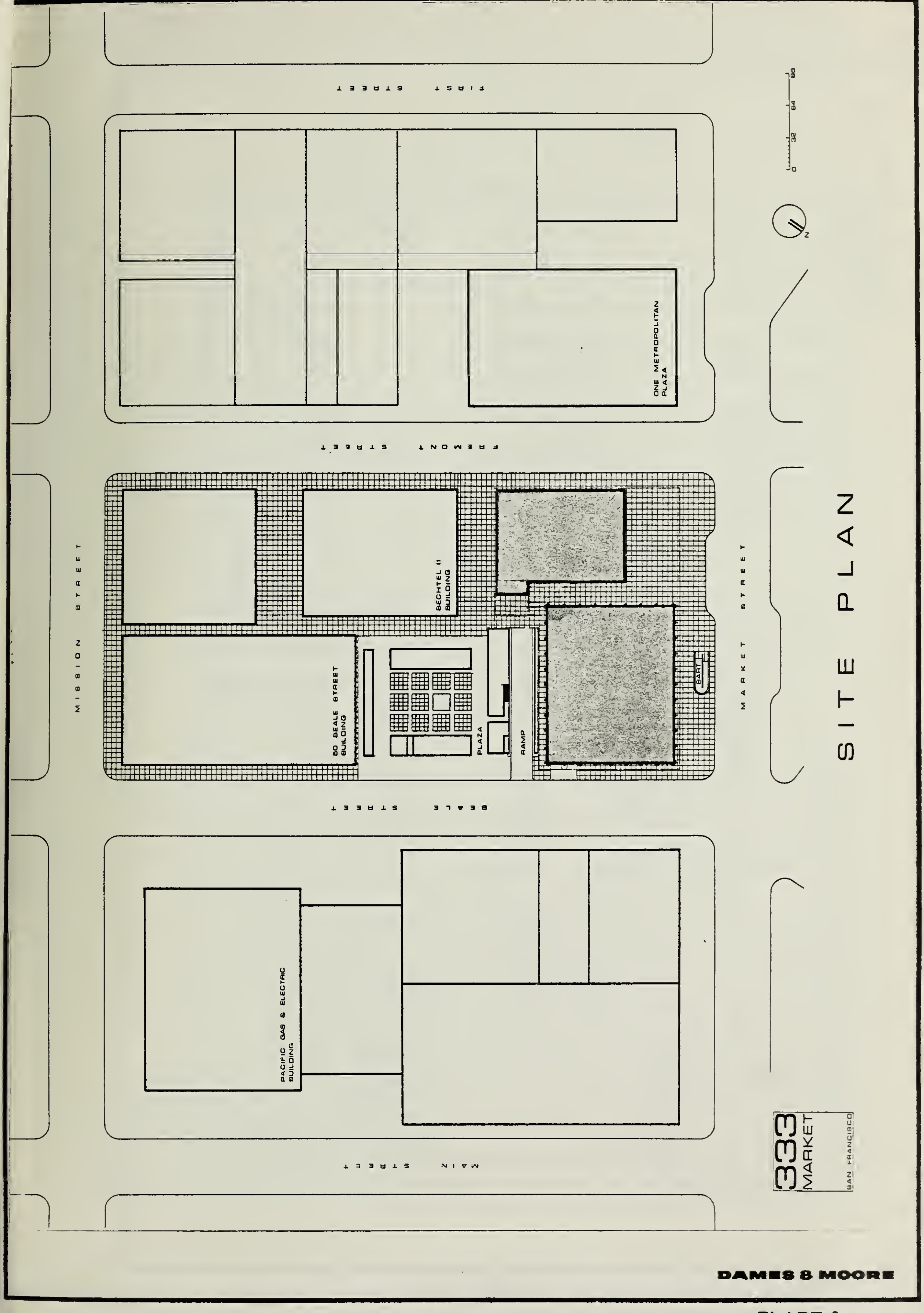
D. PHYSICAL CHARACTERISTICS (See Plates 2 thru 4)

The 34-story Bechtel Building designated as 45 Fremont, now nearing completion, will be as previously described.

The investment building was originally designed as a twin tower to 45 Fremont. The design has been changed to "provide a striking and pleasing contrast to the 45 Fremont Building and add balance architecturally to the entire block," according to the architect.

The exterior would consist of angular columns of light tan color alternating with windows of solar bronze glass. The architect's rendering (Plate 4) shows the relationship of this new design to the existing Bechtel building and One Metropolitan Plaza in the background. It is the general policy of the Department of City Planning to discourage the use of dark buildings and dark glass. The glass to be used in this project is not as dark as some solar bronze glass. Also, as seen in Plate 4, the light tan columns modify the visual effect of the glass.

The purchase of the Greyhound property has allowed the project plan to include a new office building at the corner of Market and Fremont Streets. This building would extend approximately 115 feet along Market Street with a depth of approximately 125 feet. Total gross floor area would be approximately 52,500 square feet. The building would provide a retail area with glass storefronts facing Market Street, Fremont Street and the pedestrian mall area. The exterior of the building would be designed to be compatible with the proposed investment building tower. A landscaped roof is planned for this building.

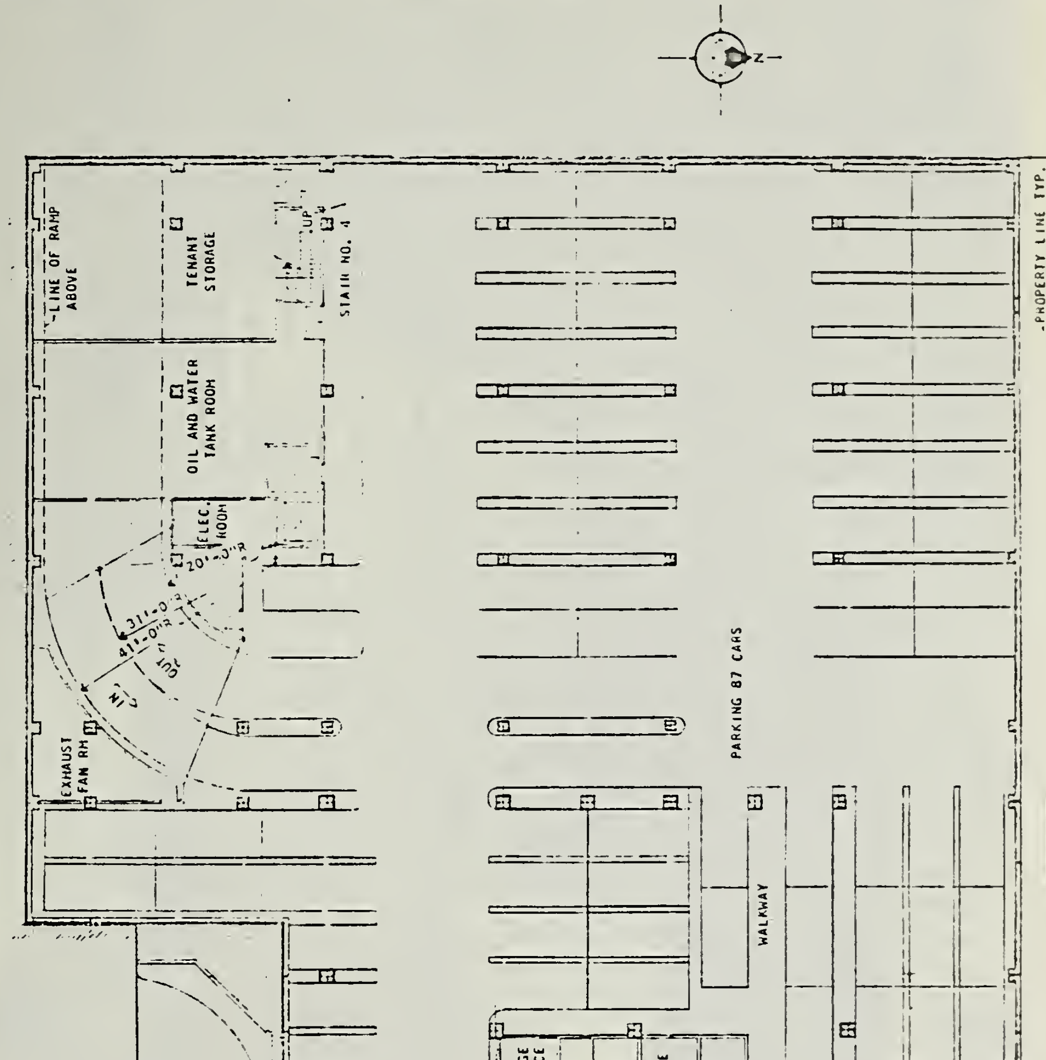


SITE PLAN

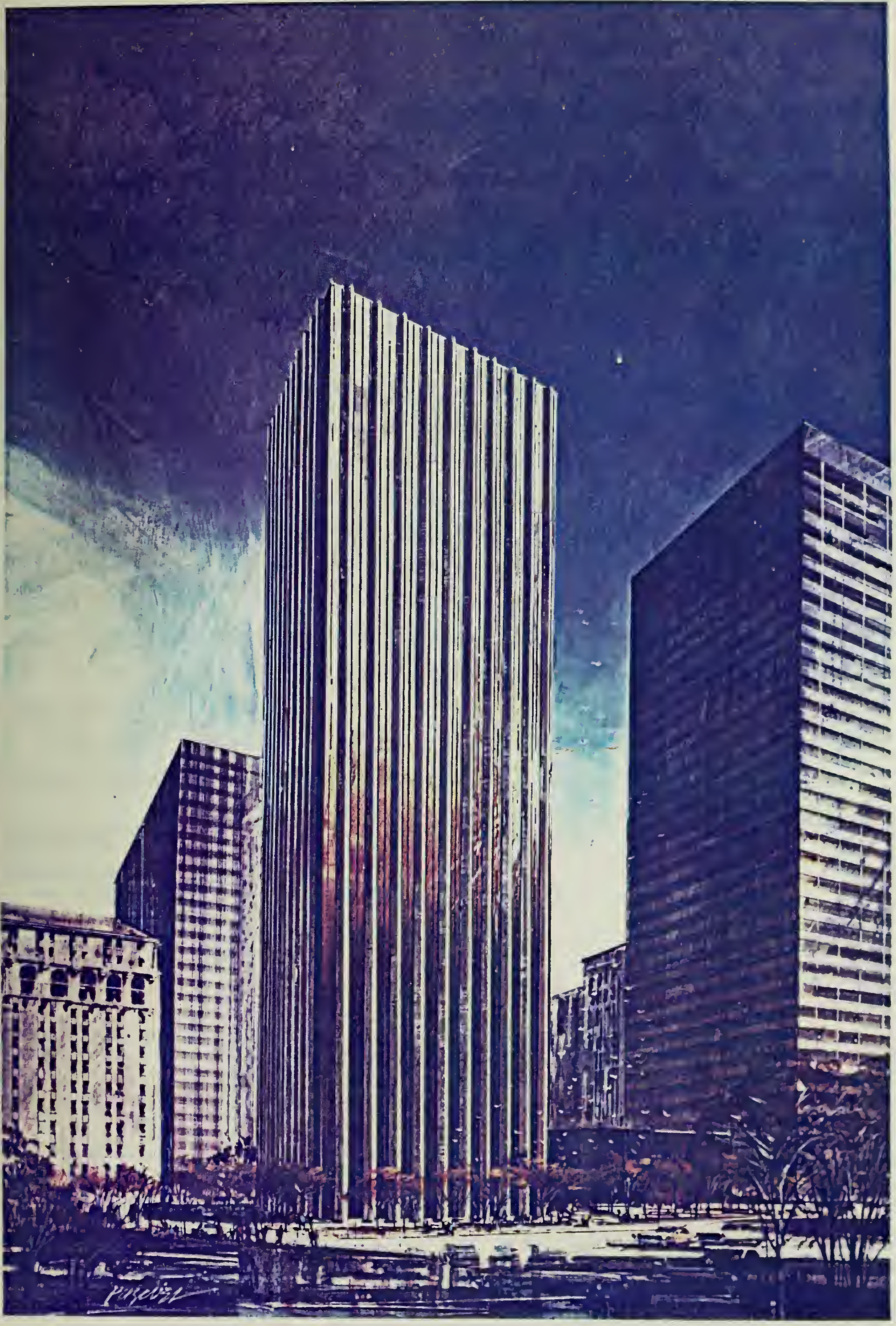
PLATE 2

REVISIONS
BY ________ DATE ________
BY ________ DATE ________
PLATE ________ OF ________

BY ________ DATE ________
CHECKED BY ________ DATE ________



PARKING LEVEL PLAN



PROPOSED 333 MARKET STREET
BUILDINGS, SAN FRANCISCO,
CALIFORNIA

PLATE 4

Pedestrian passageways would be provided for access through the block. The corridor between the existing buildings which border Mission Street would be extended through to Market Street. Pedestrian access between Fremont and Beale Streets would be available on either side of the Bechtel II building opening into the plaza on Beale Street.

E. SITE DESCRIPTION

The project site now consists of Assessor's Block 3710, including Lot 11. The total site area is approximately 151,000 square feet, of which approximately 49,000 square feet is covered by existing buildings that would remain. These include the Bechtel building at 50 Beale Street and the retail/office building occupying the corner of Mission and Fremont. Buildings that were demolished after April 20, 1975, for construction of the original project, occupied approximately 59,000 square feet. This includes the building at 371 Market Street, which had not previously been scheduled for demolition.

The two towers would cover approximately 40,000 square feet at ground level. Percent coverage would be as follows:

	PREVIOUS PROPOSAL		AMENDED PROPOSAL	
CATEGORY	AREA(SQ.FT.)	PERCENT	AREA(SQ.FT.)	PERCENT
Existing Buildings (to remain)	48,968	32.5	63,018	43.3
Two Towers (45 Fremont and Investment Building)	40,015	26.5	41,000	28.1
Satellite Building (retail)	10,516	6.9	8,925	6.1
Total Covered	99,499	65.9	112,943	77.5
Total Site	151,000	100.0	145,700	100.0

Much of the area that would be used as a park/pedestrian plaza was utilized as a parking lot with approximately 350 spaces prior to start of the project. An aerial view of the site as it existed prior to start of construction is presented in Plate 7 (page 11) of

the 1975 Bechtel EIR. Plate 5 (page 9) of this amendment shows the site as of August 2, 1977.

F. SCHEDULING

Construction of the 45 Fremont Building is scheduled for completion by the end of 1977. Construction of the second tower and the satellite building is scheduled to start October, 1977 with project completion by January, 1980.

G. ENVIRONMENTAL REVIEW

The project was reviewed by the Department of City Planning in 1974 and 1975 (file number EE74.224) with a title of "High Rise Office Buildings at 345 Market Street and 45 Fremont Street." The final environmental impact report, hereinafter referred to as 1975 Bechtel EIR, was certified by the City Planning Commission on 25 September, 1975. Changes in the design which were described in that EIR necessitated this amendment which requires review, public hearing and certification prior to issuance of a building permit for Phase II construction. This amendment describes changes that have occurred in the environmental setting since the 1975 Bechtel EIR, and differences in impact that would result from the modified project as compared with that approved in 1975.

It is anticipated that the City Planning Commission will exercise its powers of discretionary review for this development along Market Street concurrently with the EIR review. The Project Review Section of the Department of City Planning is currently reviewing the design. Several suggested design changes have been incorporated by the architect in accordance with the "Staff Guidelines for Development: 301 - 399 Market Street" provided by the Department of City Planning. The architect plans to provide the design details necessary for completion of the design review separately but concurrently with this EIR amendment.

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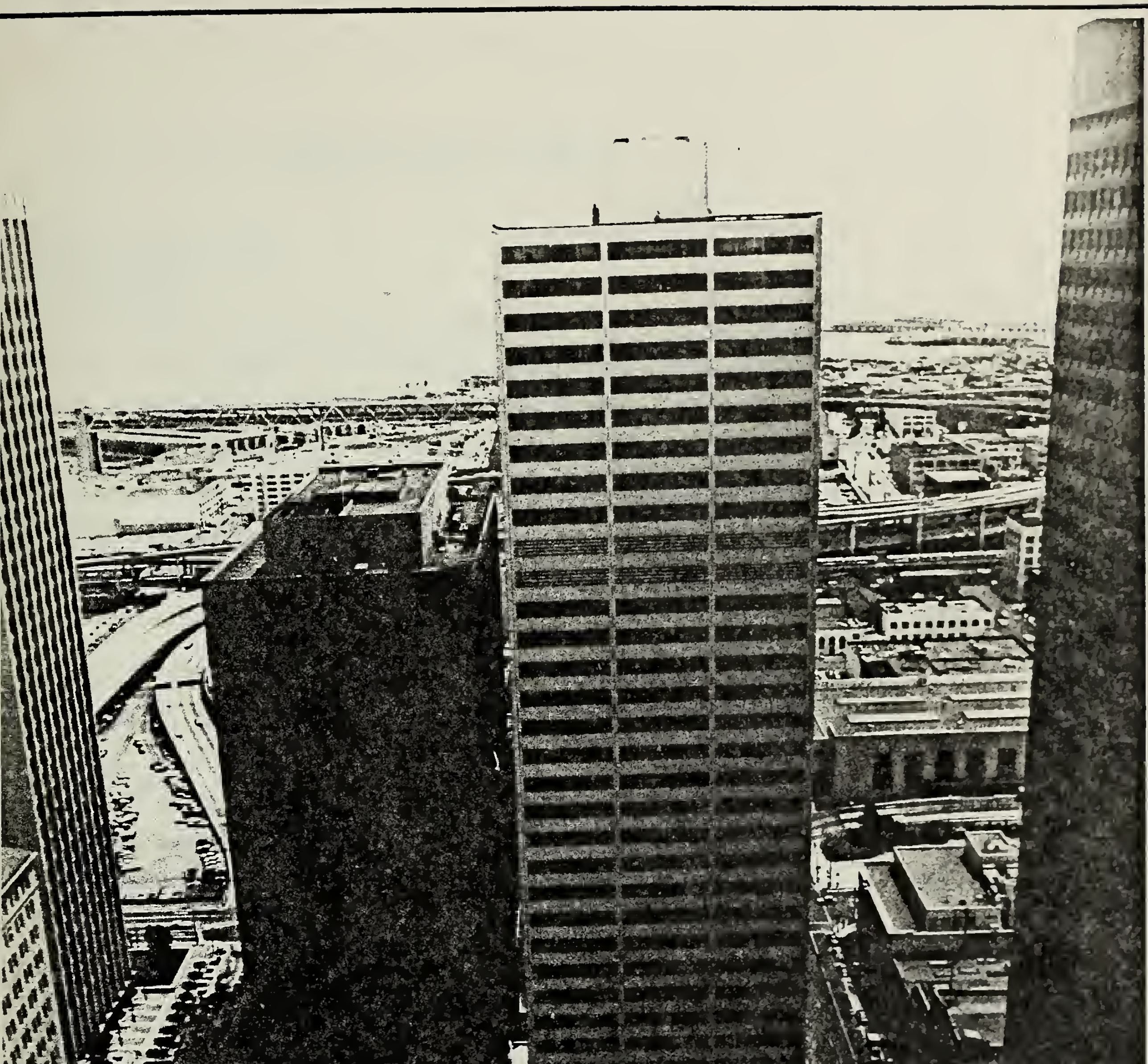

AERIAL PHOTOGRAPH OF PROJECT SITE

PLATE 5

II. ENVIRONMENTAL SETTING

A. MAN-MADE FACILITIES

1. Structures

The original setting for this project is described in the 1975 Bechtel EIR, including man-made facilities. Plates 6, 7 and 8 of the 1975 Bechtel EIR showing usage, age and height of the buildings in 1975 were not completely accurate. These errors have been corrected in this amendment. No buildings have been built or externally modified in this immediate vicinity (within two blocks of the project site) since 1975 except within the project site.

2. Transit Services

According to Gerald Cauthen of the Public Utilities Commission, overall transit capabilities for the project are starting to increase. The San Francisco Muni has just undergone a routing analysis, and a number of reductions in turns and detours have been recommended to make service more efficient. He stated that Muni would be providing the same basic level of overall service. Transit facilities in the project area have not been increased because of lack of City funds. The increased transit loads from new buildings in the area, such as the Embarcadero I, II and III buildings, brought "crush-loading"* conditions at times during the peak hours.

The Transbay Terminal, one block away, is the main City terminal for A.C. buses and provides bus stops for the Muni, Golden Gate and San Mateo County Transit Districts. There are plans to increase the capacity of this facility to serve as the main terminal for all buses operating in the city. Increased use of this facility would increase pedestrian traffic through the project site.

The Muni Metro System is tentatively scheduled to go into operation sometime in 1979. At that time the streetcar system will provide up to 50% more service than now provided by existing streetcar lines. Golden Gate Transit has also added additional

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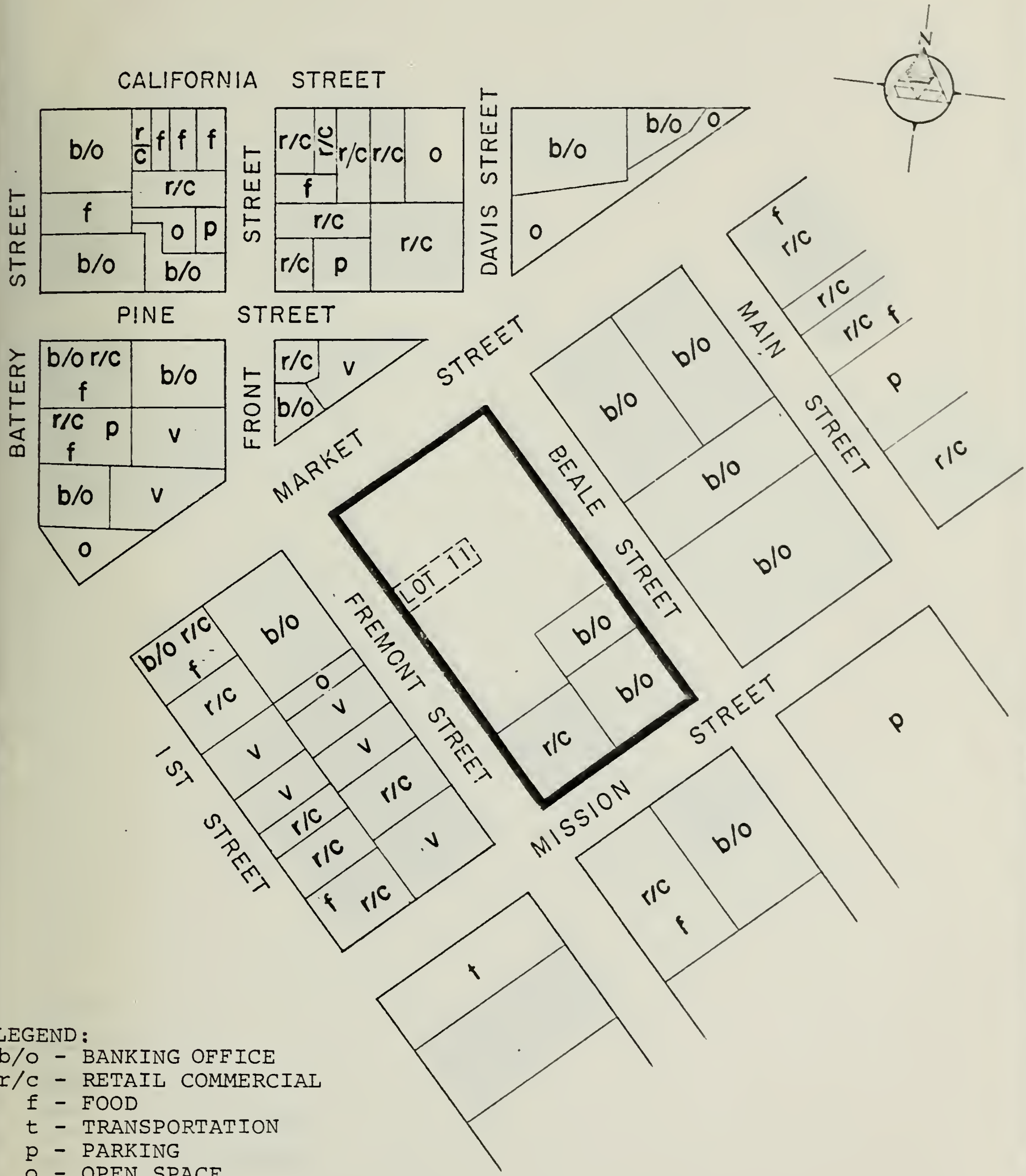
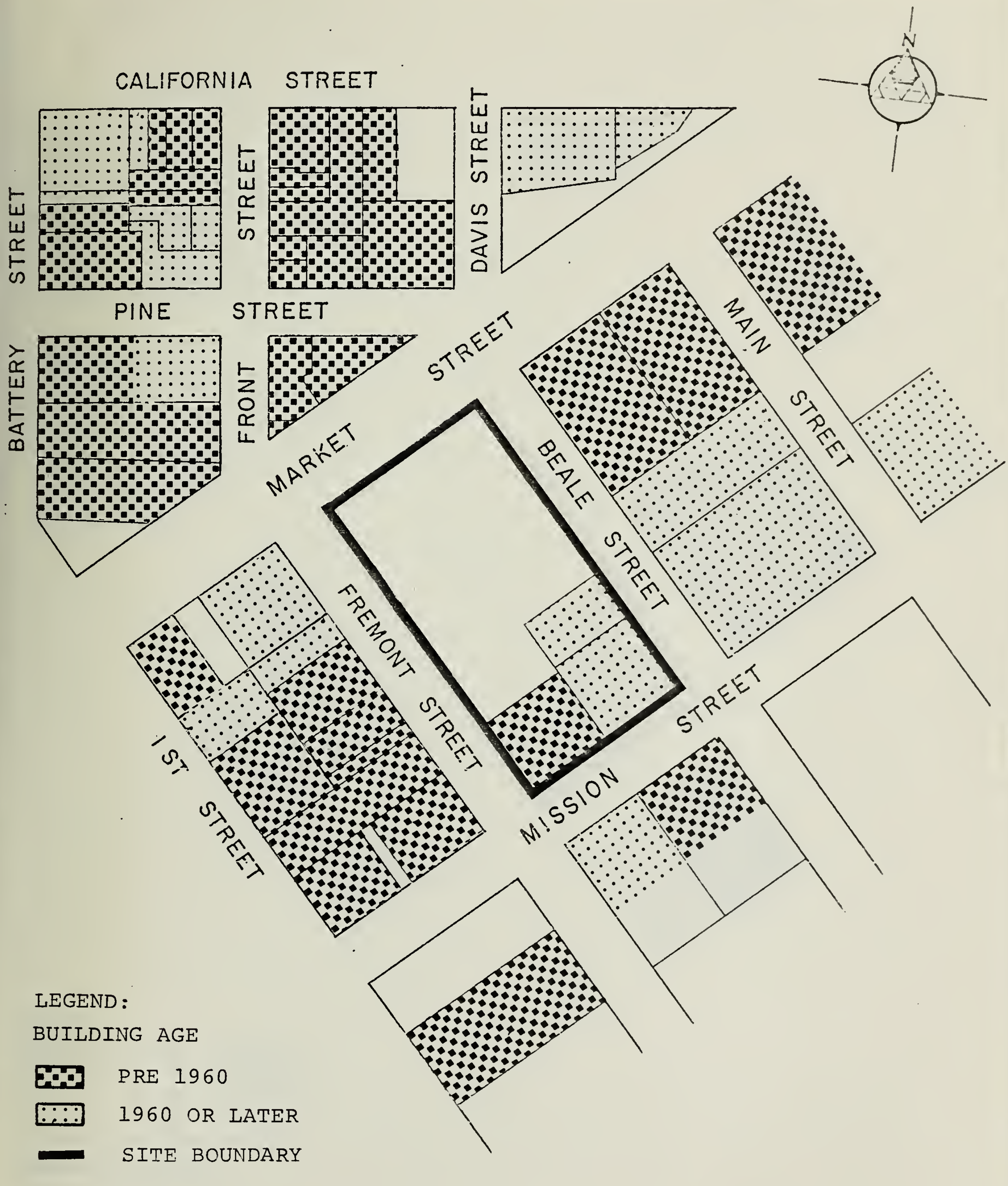
* "Crush loads" are defined by the Municipal Railway as full seating with half again as many standees.

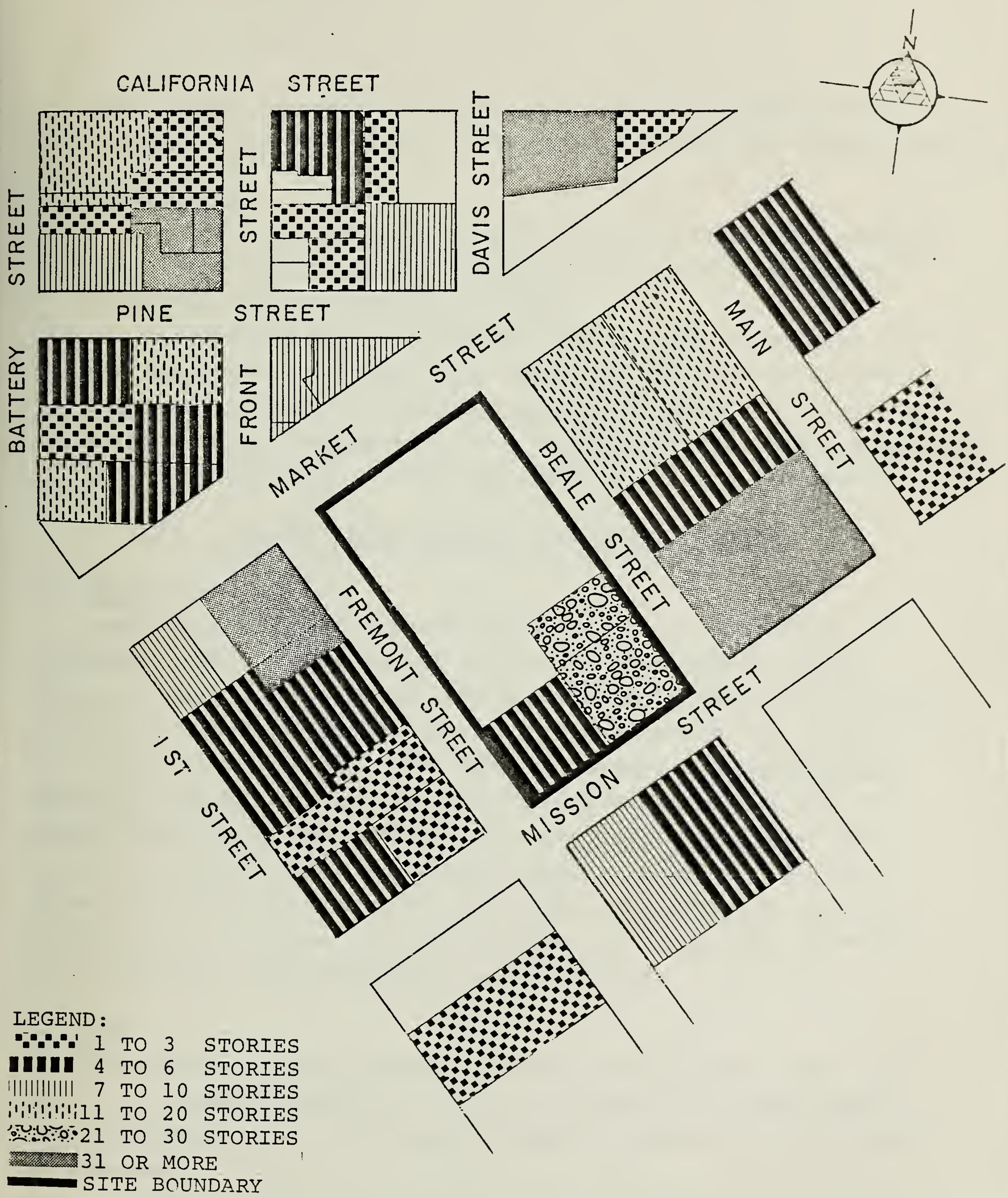


LEGEND:
b/o - BANKING OFFICE
r/c - RETAIL COMMERCIAL
f - FOOD
t - TRANSPORTATION
p - PARKING
o - OPEN SPACE
v - VACANT
▬ - SITE BOUNDARY
---- - BOUNDARY OF LOT ADDED TO PROJECT SITE

GROUND FLOOR USE IN PROJECT VICINITY



EXISTING BUILDING AGE
IN AREAS AROUND PROJECT SITE



EXISTING BUILDING HEIGHT
IN PROJECT VICINITY

ferry boats to their schedule. The combined effects of these changes will help alleviate the growing demand for transit services.

3. Parking

Construction activity at the site has temporarily removed ten of the parking spaces along the project side of Fremont Street and three along Beale Street.

The updated map of offstreet parking spaces prepared by the Department of Public Works shows an increase in spaces in the last two years. There are approximately 5,500 offstreet parking spaces available in the various parking lots and garages in the project area. Their locations are shown in Plate 9.

III. ENVIRONMENTAL IMPACT OF PROPOSED PROJECT

A. DEMOLITION

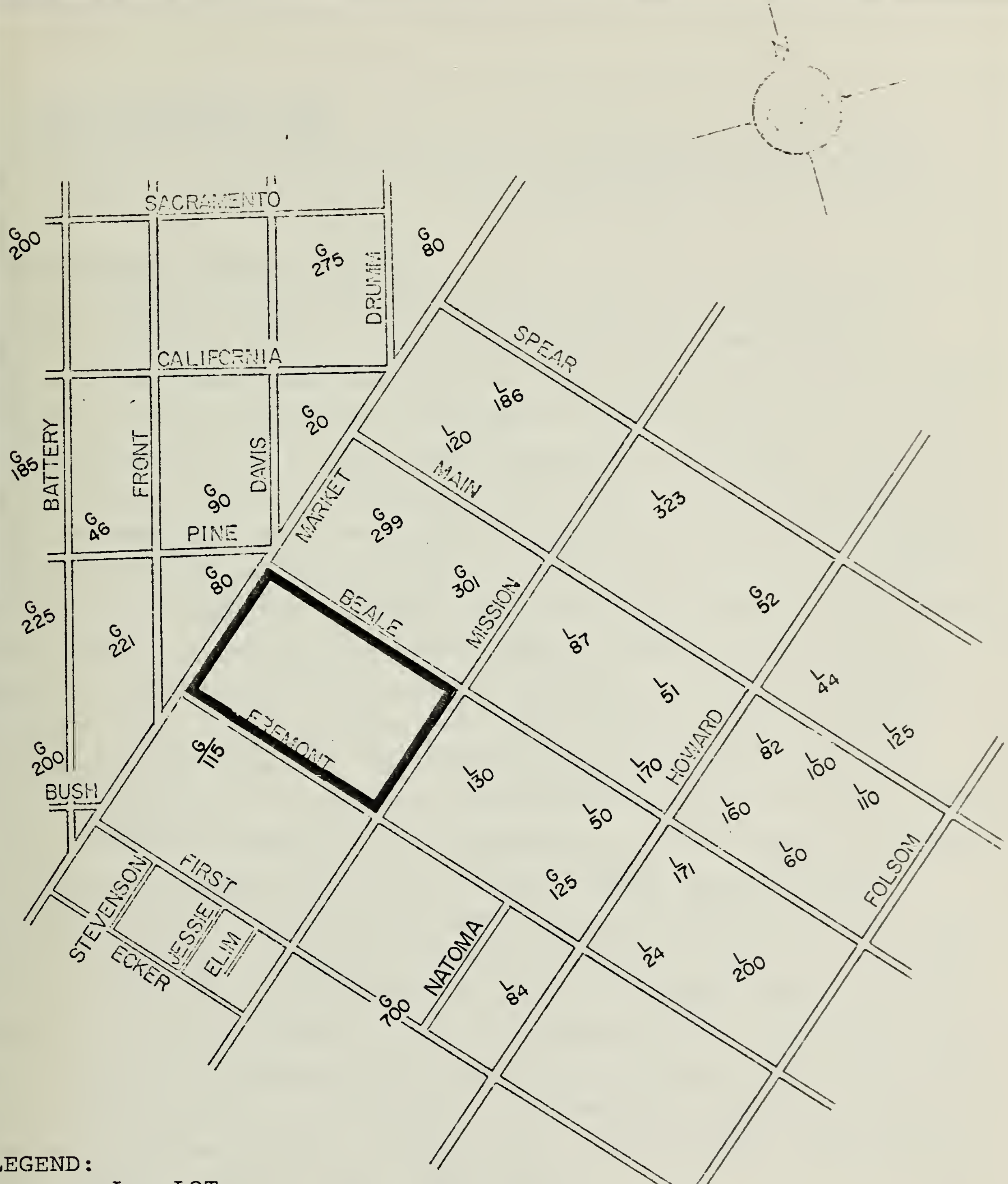
Demolition required for the project has been completed. The Greyhound building that was on Lot 11 and the building at the corner of Market and Fremont were demolished in addition to those originally scheduled for demolition. Discussion of the effect on the Greyhound operation is included in Paragraph J, Social and Economic Effects starting on page 21. As predicted in the 1975 Bechtel EIR, short term effects of noise, vibration, dust and traffic congestion were experienced in the vicinity. The only apparent continuing effect of the demolition process on the surrounding area is visual, and this effect will continue to change as construction and landscaping are completed.

B. LAND

The effects of the project on such things as soil stability, seismic response, land form features and erosion are described in the 1975 Bechtel EIR. No changes except in basement excavation are anticpated.

C. WATER

See description in the 1975 Bechtel EIR. Section I of this amendment states the changes anticipated in water and sewage services.



LEGEND:

L – LOT
G – GARAGE
C – COMMERCIAL
▬ – PROJECT BOUNDARY

TOTAL 5,491

OFF STREET PARKING IN VICINITY OF PROJECT

SOURCE:
DEPT. OF PUBLIC WORKS
DIVISION OF TRAFFIC ENGINEERING

D. PLANT AND ANIMAL LIFE

Changes in landscaping plans for the proposed project would be developed in consultation with the Department of City Planning.

E. METEOROLOGY AND AIR QUALITY

It is expected that the differences between the proposed satellite building and the former buildings would decrease the winds in pedestrian areas between the tower and satellite buildings. Replacement of the previously proposed retail building by a public plaza would result in a year round shaded area sheltered from the wind on several sides. Portions of this area might be exposed, at times, to westerly winds reflected from the side of the 45 Fremont Building and perhaps to southwesterly winds which could accelerate while going through the passage between the two towers. A discussion of the impacts of winds from eight compass points is included in Appendix B of the 1975 Bechtel EIR. Appendix A of this amendment indicates that winds in pedestrian areas between the investment building and the satellite building would probably be less than those predicted for the project as proposed in the 1975 Bechtel EIR.

The greatest probability of discomfort, in the areas of highest wind velocity, would still occur in the summer season because of persistent westerly winds and probable lack of heavy clothing, with lesser probability in the fall and still less in winter and spring. The locations and probabilities of the most exposed areas would be similar to those described in the 1975 Bechtel EIR. The northwest end of the newly proposed plaza would be expected to have fall and summer probabilities of discomfort intermediate between the worst location on Market Street (28% and 43%) and the worst location on Fremont Street (13% and 24%) respectively.

The proposed project would have approximately 30% lower population density than that estimated for the previous project (See III. H. page 19), therefore the calculated increase in auto-generated air pollutants would be approximately 20% less than stated in the 1975 Bechtel EIR. A conservative estimate indicates an increase in air basin pollutants attributable to auto traffic generated

by this project, when fully occupied, would be less than 0.09% of the carbon monoxide, 0.08% of the hydrocarbons and 0.04% of the nitrogen oxides anticipated without the project.

The investment and satellite buildings cannot be provided with a non-interruptible supply of natural gas, therefore, they would utilize oil heating. Except for sulfur dioxide, emission of pollutants would be similar to emissions from gas burning equipment. The amount of sulfur dioxide emitted would depend principally upon the quality of oil available. The developer of this project would not be required to obtain permits from BAAPCD for installation of the oil burning equipment but would be subject to burning limitations that might be imposed in the future. Equipment would be selected that would utilize low sulfur fuel such as No. 2 or diesel fuel. Assuming a maximum sulfur content of 0.5%,* approximately 5 lbs/hr of sulfur dioxide would be emitted at peak oil consumption.

F. TRANSPORTATION

The project would provide 86 new parking spaces underground but has removed 255 previously available in the surface lots, therefore the net decrease in on-site parking would be 169 instead of the 155 projected by the 1975 EIR. This would increase the demand for parking in peripheral locations. This effect would add to the demand for parking that would result from new occupants and offer a deterrent to driving by increasing the inconvenience of parking.

The impact of the project on traffic and transit systems would be approximately 20% less than that described in the 1975 Bechtel EIR because of the lower population density expected in the second tower and satellite buildings. The estimate for auto and transit trips to be generated by the 45 Fremont occupancy would be the same

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* According to Mr. James Murphy, Bay Area Air Pollution Control District, the fuel oil available from refineries in California contains less than this amount of sulfur.

as reported in the 1975 Bechtel EIR (2150 auto and 1670 transit). The combined new tower and satellite building population and trip generation are estimated to be as shown in Table I.

TABLE I

AUTO & TRANSIT TRIPS GENERATED BY PROJECT

TOWER & SATELLITE BUILDINGS

Residence	%	Total	Auto	Transit
San Francisco	60	1340	670	670
East Bay	13	290	160	130
Marin County	7	160	120	40
San Mateo County	15	340	210	130
Santa Clara County	5	110	70	40
TOTAL	100	2240	1230	1010
Add Bechtel II		3820	2150	1670
TOTAL PROJECT		6060	3380	2680
1975 Bechtel EIR estimate		7650	4250	3400

Percentages derived from S.F. guidelines for transportation impacts.

In qualitative terms the 1975 Bechtel EIR discussion of impacts on traffic and transportation is unchanged. Quantitatively the impacts would be approximately 20% smaller.

Pedestrian passageways through the block would be more accessible than with the previous proposal. This is due in large part to the change in design resulting from the acquisition of Lot 11, the new pedestrian plaza and the open corner at Market and Fremont Streets.

G. LAND USE

The proposed project would increase the new office floor space and retail area more than that originally proposed. Open space usage would also be increased. The following table gives comparative areas.

Category	Previous Proposal	Amended Proposal
Office floor space	1,070,000 sq. ft.	1,120,000 sq. ft.
Retail space*	8,900 sq. ft.	18,000 sq. ft.
Open space	32,800 sq. ft.	51,500 sq. ft.

* approximation

H. POPULATION

Daytime population increase was previously estimated at 7400 people. It is now estimated that the increase would be approximately 6000 people, based upon a 30% lower population density in the new tower and satellite buildings.

I. SERVICES AND UTILITIES

Police and fire protection requirements would be similar to those previously described in the 1975 Bechtel EIR. Demands for water, telephone, solid waste disposal and sewage services would be as discussed in the 1975 Bechtel EIR except that they would be smaller because of the lower population projected for the project.

The design of the buildings in the project would conform to applicable laws and codes regarding energy utilization. Specific measures proposed for decreasing energy consumption are given in Section V, page 49.

Anticipated energy usage and utility loads from the entire proposed project are as follows:

Water
(6070 people x 25 gal./person/day = 152,000 gallons/day

Sewage
(151,800 gal.water/day x 80%)* = 121,000 gallons/day

Electricity
(1,435,000 sq.ft. x 1.44 kwh/mo/sq.ft. = 2,070,000 kwh/month

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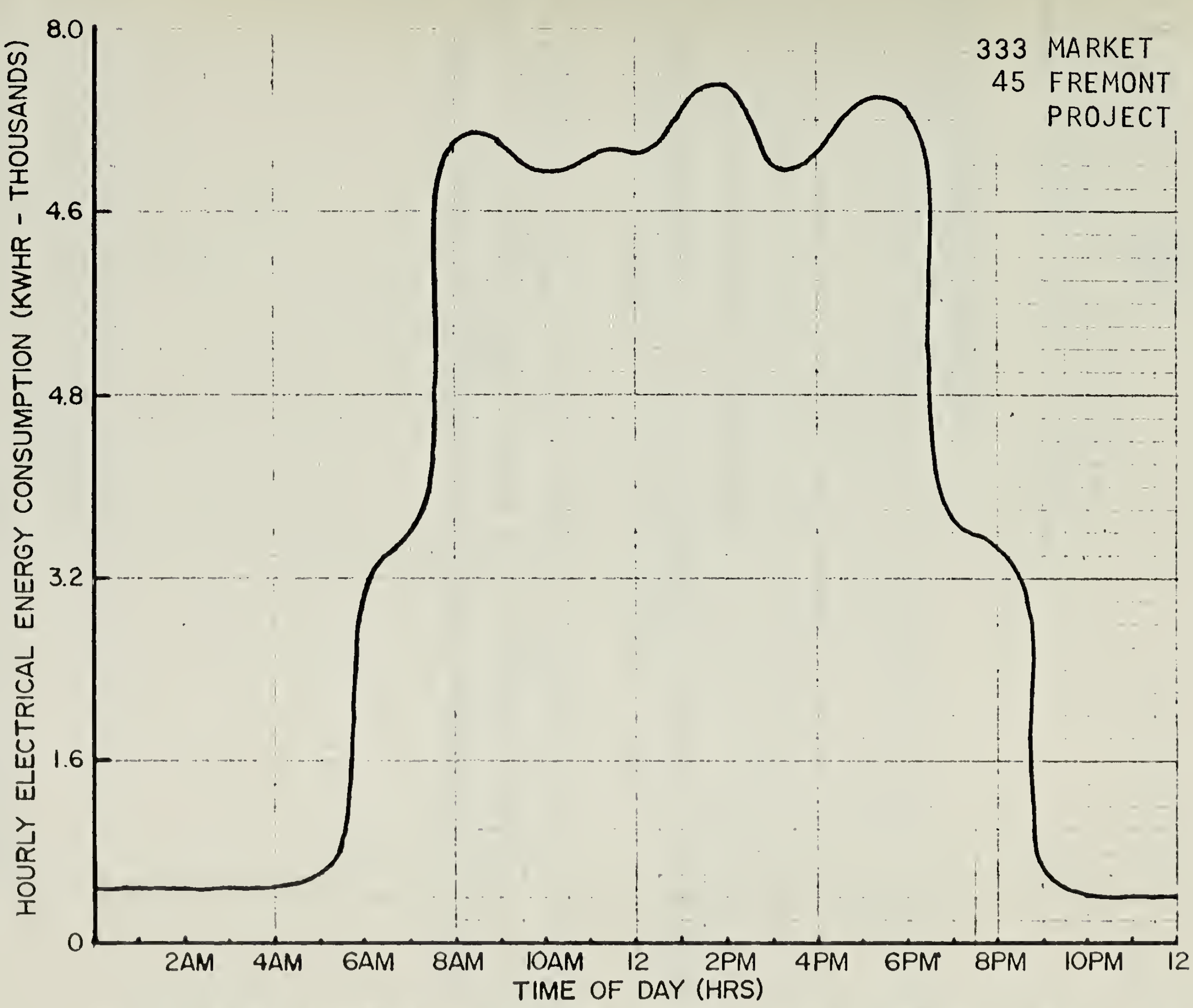
* Criteria for proportioning sewer systems, ASCE Handbook.



DAILY ELECTRICAL LOAD DISTRIBUTION CURVE
(FOR AVERAGE SUMMER DAY)

	Bechtel II (Gas)	Inv. Bldg & Satellite (Oil)
Fossil Fuel Heat (5.685* BTU/hr./sq.ft. x 685,000 sq. ft. 750,000 sq. ft. = BTU/hr.)	3,890,000	4,264,000
Fossil Fuel Usage (260 days** x 12 hr./day x 3,890.000 4,264,000 = BTU/year	12.14×10^9	13.3×10^9
Peak Consumption $\frac{\text{BTU}}{\text{hour}}$	9.3×10^6	9.3×10^6

Peak Electric Load = 10,200 kva

Connected Electric Load = 9,400 kw

J. SOCIAL AND ECONOMIC EFFECTS

Social and economic effects of the proposed project would be qualitatively the same as discussed in the 1975 Bechtel EIR. Quantitative differences are that area expenditures of the 6000 new population would be less than that of the 7400 previously estimated; and increased tax revenues would be 6% less than previously estimated because a more accurately estimated development cost is $75 million instead of the $80 million reported in the 1975 EIR.

The Greyhound building which formerly occupied Lot 11 was used for storage. The records were moved to a nearby location on First Street. The move did not disrupt regularly scheduled Greyhound service.

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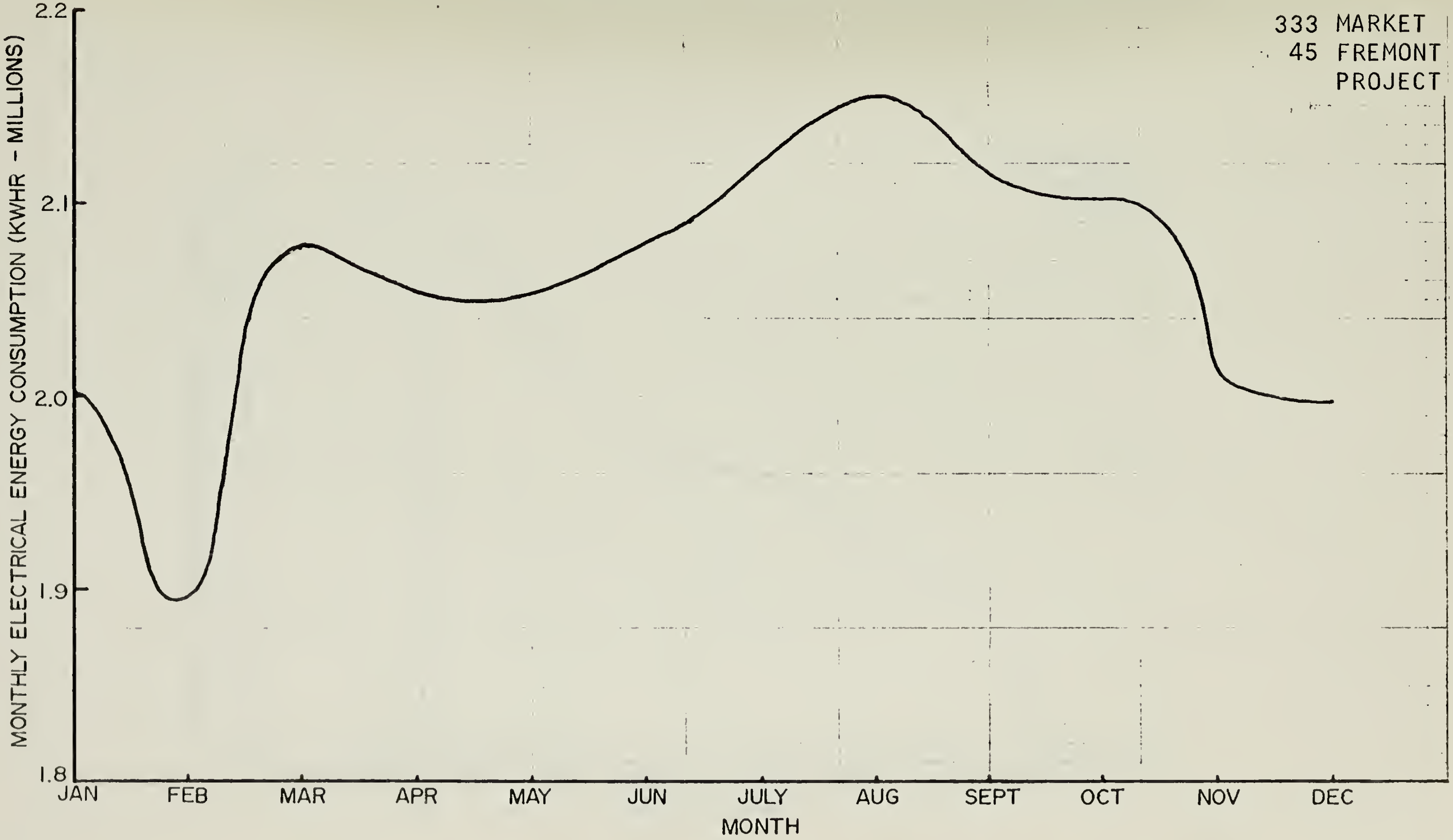
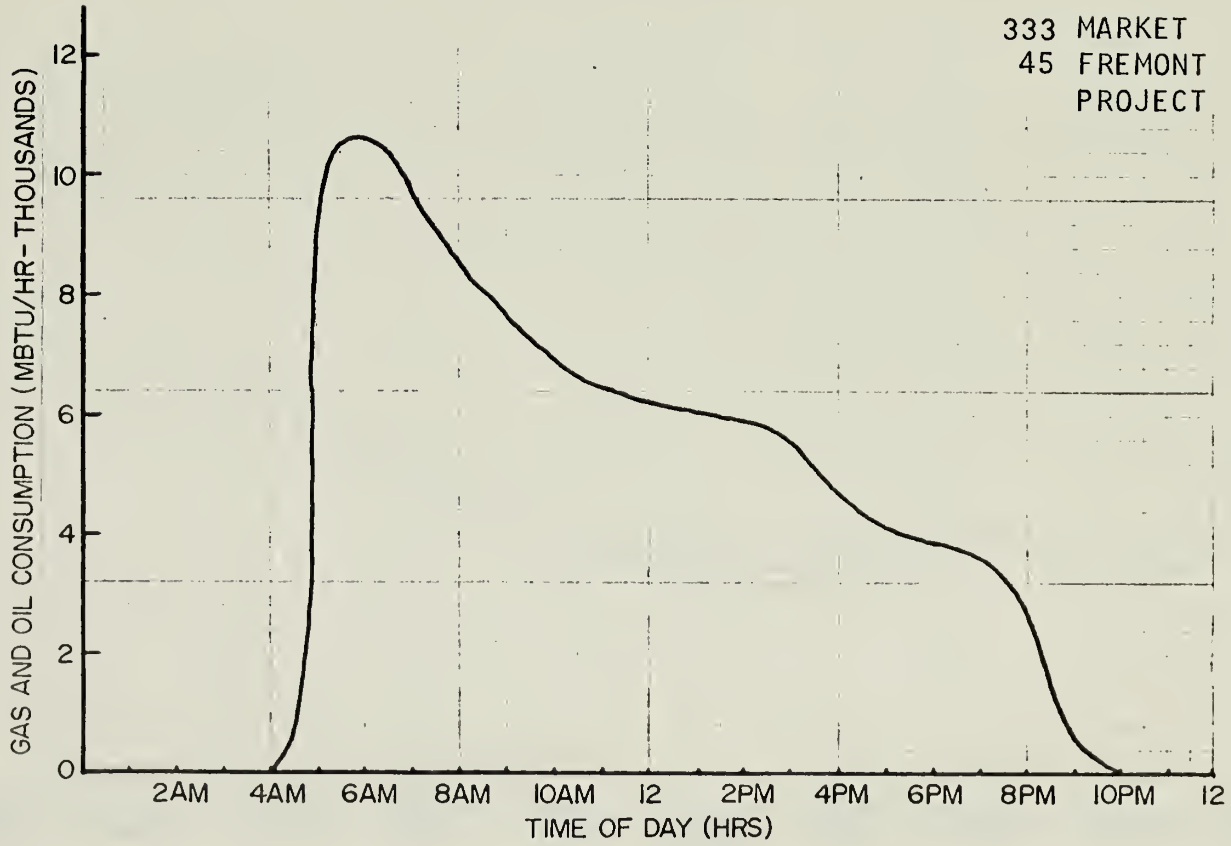
* American Society of Heating, Refrigeration and Air Conditioning Engineering Handbook.

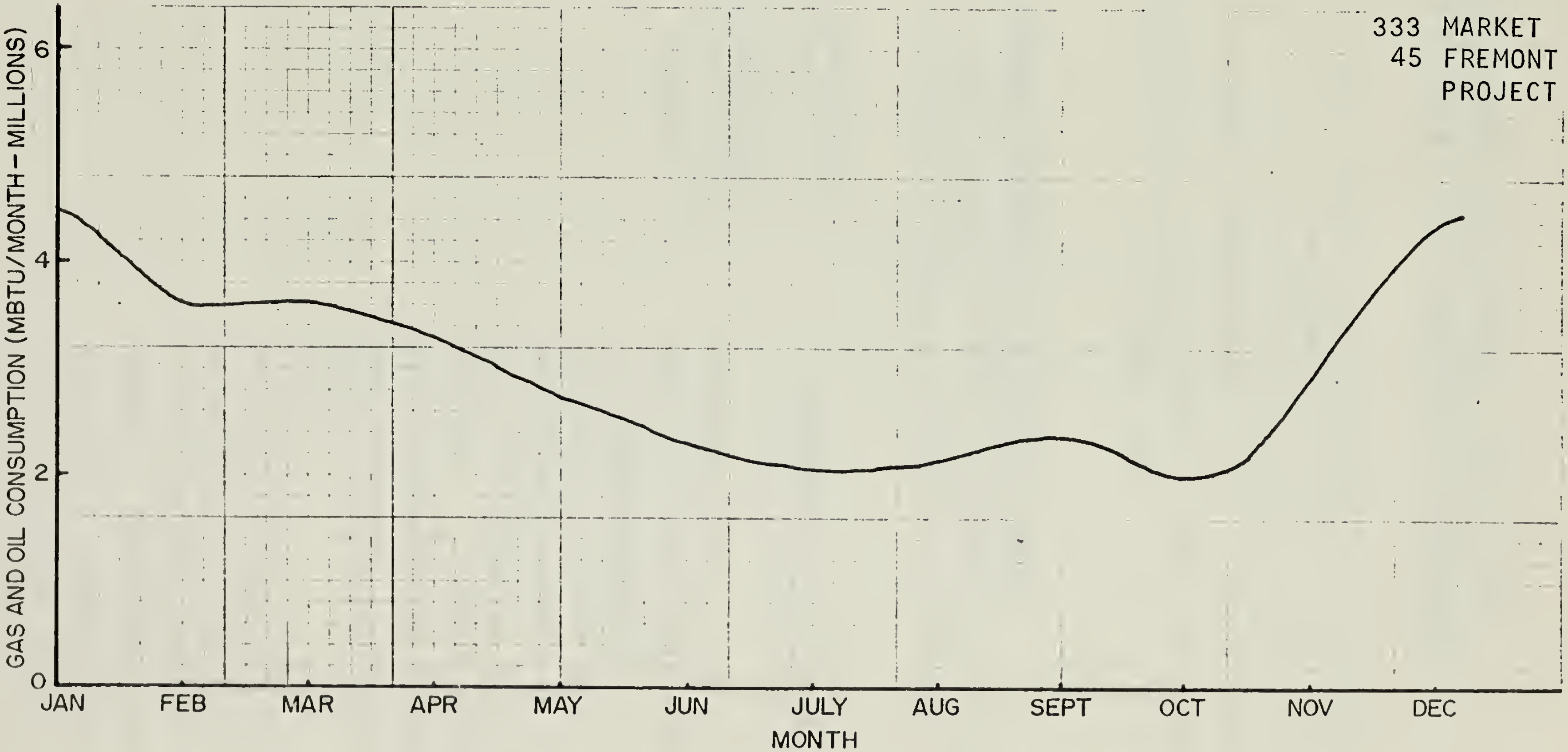
** Operating days per year at an average of 12 hours per day. Estimated accuracy is such that weekend usage can be neglected in the calculations.



ANNUAL ELECTRICAL LOAD DISTRIBUTION CURVE



DAILY FOSSIL FUEL AND OIL LOAD DISTRIBUTION CURVE
(FOR AVERAGE WINTER DAY)



ANNUAL FOSSIL FUEL AND OIL LOAD DISTRIBUTION CURVE

PLATE 13

IV. ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

There are no adverse effects that would result if the proposed project is revised as described in Section I, with the possible exception of additional pedestrian areas where discomfort would be probable in the summer and fall. This effect would be partially offset by the increase in pedestrian areas that have low probability of discomfort, especially in winter and spring.

V. MEASURES PROPOSED TO MINIMIZE IMPACT

In addition to the mitigation measures proposed in the 1975 Bechtel EIR, the following mitigation measures are proposed for the project:

Alterations to Pre-project Conditions	Measures to Mitigate Impact
A. Energy Usage Measures	
Energy usage would increase because of the project.	Window area of the new tower would be 33% of total skin area to reduce air conditioning load. The Bechtel II building window area is 50%. Additional benefit would result from the shadowing provided by the columns. Louvred sunshades would be installed inside the windows to reduce air conditioning load. Average lighting intensity would be reduced from 100 foot-candles in the previous design to 70 foot-candles. Watt-miser bulbs would be specified in tenant areas to reduce air conditioning loads as well as the direct electrical load.

Alterations to Pre-project Conditions (cont.)

Measures to Mitigate Impact (cont.)

Small push-pull fan rooms would be provided for each floor to draw in cool external air and circulate it to avoid operation of the refrigerating system when possible.

Capacitors would be installed in the air conditioning system chiller units to reduce amperage used. This would permit more efficient operation of the electric power system.

Provision for local switching:

1. Perimeter lighting control, to allow independent switching of lights in areas where daylight is available; or
2. Local switching, to allow smaller areas to be illuminated after hours during building maintenance.

Separate time clock control of corridor areas, for each floor, to allow maintenance crews to work on a particular floor, without all corridors being illuminated.
(Egress lighting would be on at all times.)

Alterations to Pre-project Conditions (cont.)	Measures to Mitigate Impact (cont.)
B. Other Measures	
Water consumption would increase because of the project.	A temperate water system would be used to eliminate wastage which usually occurs during temperature adjustment. The number of janitor's sinks would be decreased 80% from original plan for the investment building and satellite building. This would result in decreased wastage from dripping faucets. The fan room and push-pull operation would reduce consumption of water for cooling.
Wind velocity would increase at pedestrian level essentially as described in Appendix B of the 1975 Bechtel EIR	The satellite building plan has been modified to provide an easterly extension that would probably provide some decrease in wind velocity, as mentioned in Appendix A of this Amendment.
The project would be visible from streets and neighboring buildings.	Visual contrast would be provided between the two towers to add variety. A landscaped area at ground level would be provided for pedestrians.

Alterations to Pre-project Conditions (cont.)	Measures to Mitigate Impact (cont.)
Pedestrian flow in the project area would increase.	The new design provides for more pedestrian access than was available in the pre-project conditions and the previous proposal.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

1. One alternative would be no project changes from the original proposal. The 1975 Bechtel EIR discusses the impact of that alternative.

2. A second alternative would be to replace the plaza areas with the retail building originally proposed for that location. This would provide additional retail facilities in the area, increase tax revenues and benefits from additional spending in the area by additional daytime population. It would increase parking, traffic and transportation impacts, air pollution and demands for utilities and services.

3. A third alternative would be to use the plaza area for a parking structure. This would decrease the impact on peripheral parking facilities and increase tax revenues. It would encourage auto usage vs. transit usage and increase traffic congestion and air pollution. It would be considered less desirable aesthetically by many residents.

4. A fourth alternative would provide two shorter towers instead of the investment building tower and satellite buildings: Both towers would come up to Market Street. A still lower building section, set back from Market Street, would connect the lower floors of the two towers.

This combination of building sections would provide office space with larger floor areas and more windowless area in several floors. This arrangement would appeal to a different market (such as

tenants using extensive computerization). The building would keep a hard edge along Market Street and would reduce shadowing north of Market Street. This design would reduce the amount of open space on the block and inhibit the flow of pedestrian traffic. Vision between the buildings would be reduced. The developer states that cost would be increased and probable income decreased.

5. A fifth alternative would be to modify the design to provide a more efficient and visible pedestrian corridor midway along the Market Street frontage between the tower and the satellite building, which could offer a covered arcade extending to Fremont Street. This alternative would increase pedestrian traffic on the site and would help to alleviate the congestion on the adjacent streets due to pedestrians moving between the downtown area and the Transbay Terminal.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project could stimulate further development in this part of downtown. If this occurs, it would mean increased employment, greater tax revenue and more intense use of the area.

The reason for undertaking the proposed project now is that purchase of Lot 11 provides an opportunity for integrated planning for the entire block and it is considered financially feasible.

VIII. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Non-renewable energy and material resources would be expended during the project construction phase in the actual construction of the buildings. The project represents a commitment for additional office space usage within the city. Although not physically irreversible, the changes that would result from the increased daytime

population should be considered irreversible in a social sense. The increased energy usage, traffic congestion and emission of air pollutants would continue. Even if the magnitudes should be reduced by technological change, a contribution from this project would persist.

Effect of the buildings on air currents would be reduced by future developments planned by other developers. This, again, does not reverse the change but modifies and/or reduces the effect.

IX. GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

The project would increase the daytime population of the block from approximately 4,350 to 10,400 persons. It would provide new office space for some of the existing population of the downtown area. It is intended to attract additional population, including future commuter population growth, and to provide retail services for this population.

As discussed in Section III.F. of the 1975 Bechtel EIR, most of the new population would be drawn from within the downtown area. The degree to which the new population would involve persons not presently working in San Francisco cannot be estimated due to the difficulty of predicting the source of new tenants. It is impossible to predict the extent or rapidity with which the offices vacated for relocation to the subject project would be reoccupied. If 50% were eventually reoccupied, the population increase in this downtown area would consist of the unknown number of persons coming into the project site from outside the area plus approximately 2,200 persons that would occupy offices vacated as a result of the project.

Assuming an average expenditure, in downtown San Francisco, of five or more dollars per week for meals, local purchases and services, a daytime population of 10,400 persons would spend more than two million dollars per year. The increased purchasing power in the area could lead to the establishment of small shops and facilities to supply the increased market that, in turn, would generate additional

demands for goods and services, thus inducing further economic growth. The increase in population would probably be primarily daytime rather than residential population. Parking facilities would become more crowded. The shops attracted to this area would serve the local business community, and would probably attract few shoppers from other areas.

The project is expected to have a growth-inducing impact upon the downtown area of San Francisco south of Market Street. Through bringing new development to this section, which now has little resident population and is somewhat deteriorated, a stimulus could be provided for further renovation in adjacent areas.

X. ENVIRONMENTAL IMPACT REPORT AUTHORS AND CONSULTANTS

DEPARTMENT OF CITY PLANNING 100 Larkin Street San Francisco, CA 94102 Environmental Review Officer: Dr. Selina Berdix Coordinator: Paul Rosetter	Draft EIR Amendment
E. JUDSON WELLER 316 Hillside Avenue Mill Valley, CA 94941	Environmental Scientist and Generalist Preliminary Draft EIR Amendment
GIN WONG ASSOCIATES 1666 West Third Los Angeles, CA 90017 Registered Architect: Gin Wong	ARCHITECTS/ENGINEERS Project Design CA/C-1900
ENVIRONMENTAL IMPACT PLANNING CORP. 319 Eleventh Street San Francisco, CA 94103	Meteorologists and Wind Tunnel Specialists Letter regarding wind effects
MILTON MEYER & CO. One California Street San Francisco, CA	Developer's Agent Information on Development Decisions

SAN FRANCISCO CITY AND COUNTY

DEPARTMENT		
City Planning Department	558-3056	Mr. David Lynch Design Review
Public Utilities Commission	558-3874	Mr. Gerald Cauthen Muni Operations

BAY AREA AIR POLLUTION CONTROL DISTRICT

Engineering Department	771-6000	Mr. James Murphy

XI. DISTRIBUTION LIST

A. State Agencies

Air Resources Board
1709 Eleventh Street
Sacramento, CA 95814

B. Regional Agencies

Association of Bay Area Governments
Hotel Claremont
Berkeley, CA 94705

Metropolitan Transportation Commission
Hotel Claremont
Berkeley, CA 94705

Bay Area Rapid Transit District
800 Madison Street
Oakland, CA 94607

Golden Gate Bridge Highway and
Transportation District
P.O. Box 9000, Presidio Station
San Francisco, CA 94129

Bay Area Pollution Control District
939 Ellis Street
San Francisco, CA 94109

San Mateo County Transit District
400 South El Camino
San Mateo, CA 94402

C. Local Agencies

Public Utilities Commission
James J. Finn, Director of Transportation
949 Presidio Avenue
San Francisco, CA 94115

Mr. Thomas J. Mellon
Chief Administrative Officer
289 City Hall
San Francisco, CA 94102

San Francisco Fire Department
Rene Gautier, Chief
260 Golden Gate Avenue
San Francisco, CA 94102

San Francisco Police Department
Director of Traffic
850 Bryant Street
San Francisco, CA 94103

Landmarks Preservation Advisory Board
100 Larkin Street
San Francisco, CA 94102

D. Groups and Individuals

San Francisco Planning and Urban
Renewal Association
John H. Jacobs, Executive Director
126 Post Street
San Francisco, CA 94108

Downtown Association
Lloyd Pfuerger, Manager
582 Market Street, Room 1001
San Francisco, CA 94104

Chamber of Commerce
400 Montgomery Street
San Francisco, CA 94104

Junior Chamber of Commerce
24 California Street, Room 600
San Francisco, CA 94104

Women's Chamber of Commerce
681 Market Street, Room 922
San Francisco, CA 94105

Terminal Plaza Corporation
450 Mission Street
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Ray Kesherner
977 Post Street
San Francisco, CA

The Bechtel Corporation
c/o Melvin G. Lewis, Manager
Real Estate Department
P. O. Box 3965
San Francisco, CA 94119

E. Media

San Francisco Chronicle
Dale Champion
925 Mission Street
San Francisco, CA 94103

San Francisco Examiner
Don Cantor
110 Fifth Street
San Francisco, CA 94103

San Francisco Progress
Dan Borsuk
851 Howard Street
San Francisco, CA 94103

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

F. Libraries

San Francisco Public Library (3 copies)
Civic Center
San Francisco, CA 94102

Environmental Protection Agency Library
Jean Circiello
100 California Street
San Francisco, CA 94111

APPENDIX A

LETTER FROM WIND TUNNEL CONSULTANT

Environmental Impact
Planning Corporation

319 Eleventh Street
San Francisco
California 94103
(415) 626-9034

Hans Feibusch, President

February 15, 1977

Dr. Selina Bendix
San Francisco Department of City Planning
100 Larkin Street
San Francisco, 94102

Dear Dr. Bendix:

Mr. Weller, working for Bechtel Corporation, has asked me to write to you to clarify an error in a report we prepared for Dames and Moore, and to give my opinion as to the effects on wind that certain modifications to the Bechtel highrises would have.

Mr. Weller has pointed out that in our report, "Wind Tunnel Study on the Proposed Bechtel Buildings," our maps of the proposed project show the Market-Fremont Building as having a height of 150 feet, while the existing building is 50 feet. The proposal, of course, did not include the addition of a 150 foot building. Checking through our files I find that the 150 foot building was part of our Phase 3 tests (future site), which included several other proposed highrises in the area. Someone apparently thought that the 50 foot height shown for Phase 2 was an error and "corrected" it by putting "150" over it. In any case, the tests for Phase 2 (proposed project) included a 50 foot building, despite what the graphics show.

The revised site plan supplied to me by Mr. Weller indicates that the 50 foot building at Market and Fremont is to be replaced by a building of similar height, but of greater length and smaller width. This would probably decrease the winds in pedestrian areas between this building and the investment building.

The 80 foot retail building is to be replaced by a public plaza. The building configurations indicate that this plaza will be virtually without sun all year. It will, however, be sheltered from winds from several sides. Exposure to strong winds may occur

from the westerly direction, where winds off the northwest side of the Bechtel II Building could affect the plaza, and from the southwest, when winds could be accelerated between the Bechtel II and the Investment Building.

I hope this information is useful, and I apologize for the error in our report. If you have questions, please call.

Sincerely,

Donald Ballanti
Director, Wind Tunnel Division
Wind Tunnel Director

DB:dr
cc: Mr. E. J. Weller